

Amendments to the Claims:

This listing of claims will replace all prior version, and listings, of claims in the application:

LISTING OF CLAIMS:

1 - 17. (Canceled)

18. (New) A method for regulating a temperature of a coolant of an internal combustion engine, comprising:

detecting, by a temperature sensor, a temperature of the coolant;

at least one of controlling and regulating, by a first control unit, the coolant temperature to obtain a predetermined temperature setpoint value;

one of feeding and relaying signals of a further control unit about an established driver type to the first control unit;

presetting, by the first control unit, the temperature setpoint value, depending on whether the established driver type is classified as one of a sporty driver type and an economical driver type; and

one of regulating and controlling, by the first control unit, a coolant volume flow for cooling the internal combustion engine as a function of the established driver type.

19. (New) The method of claim 18, wherein at least one of the coolant temperature and the coolant volume flow is at least one of controlled and regulated between an upper and a lower limiting value by the first control unit.

20. (New) The method of claim 18, wherein the driver type is one of an arbitrary setting and a discrete intermediate setting between the sporty driver type and the economical driver type.

21. (New) The method of claim 19, wherein the coolant temperature lies closer to the upper limiting value the more the established driver type is classified as the economical driver type.

22. (New) The method of claim 19, wherein the coolant temperature lies closer to the lower limiting value the more the established driver type is classified as the sporty driver type.

23. (New) The method of claim 19, further comprising:

only shifting the temperature setpoint value in a direction of the upper limiting value if the internal combustion engine is operated in part-load operation.

24. (New) The method of claim 19, wherein for the sporty driver type, the temperature setpoint value is not shifted in a direction of the upper limiting value even in the event of part-load operation of the internal combustion engine.

25. (New) The method of claim 18, wherein for the economical driver type, a lower coolant volume flow is set at least in part-load operation than for full-load operation.

26. (New) The method of claim 18, wherein, at least in part-load operation, a higher coolant volume flow is set for the sporty driver type than for the economical driver type.

27. (New) The method of claim 18, wherein a lower coolant volume flow in part-load operation than for full-load operation is not set for the sporty driver type.

28. (New) A control unit of an internal combustion engine, on which a program is stored, which is executable on a computing device and capable of executing the steps of:

detecting, by a temperature sensor, a temperature of the coolant;

at least one of controlling and regulating, by a first control unit, the coolant temperature to obtain a predetermined temperature setpoint value;

one of feeding and relaying signals of a further control unit about an established driver type to the first control unit;

presetting, by the first control unit, the temperature setpoint value, depending on whether the established driver type is classified as one of a sporty driver type and an economical driver type; and

one of regulating and controlling, by the first control unit, a coolant volume flow for cooling the internal combustion engine as a function of the established driver type.

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29. (New) The control unit of claim 28, wherein the control unit is operable for an internal combustion engine of a motor vehicle.

30. (New) The control unit of claim 28, wherein the computing device includes a microprocessor.

31. (New) A device, comprising:

- an internal combustion engine;

- a cooling device including:

- a device to set a coolant volume flow to at least one of a radiator and the internal combustion engine;

- a temperature sensor to measure an actual temperature value;

- a first control unit to, on a basis of a specified driver type, determine a temperature setpoint value of a coolant, at least one of control and regulate the setpoint temperature value, and vary the coolant volume flow; and

- a second control unit to work together with the first control unit to specify the driver type, wherein the specified driver type is one of a sporty driver type, an economical driver type, and an intermediate value.

32. (New) The device of claim 31, wherein the device is operable in a motor vehicle.

33. (New) The device of claim 31, further comprising:

- a radiator;

- a bypass line; and

- a valve to control a coolant volume flow via at least one of the radiator and the bypass line, depending on a temperature to be set.

34. (New) The device of claim 31, wherein the second control unit includes an electronic engine control unit.

35. (New) The device of claim 31, further comprising:

- a coolant pump to circulating the coolant volume flow.

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36. (New) The device of claim 35, wherein the coolant pump includes an electronic coolant pump.

37. (New) The device of claim 31, wherein the first and second control units are arranged as a single control unit.

38. (New) The device of claim 31, wherein the control unit includes a stored program and a computing device to execute the stored program to perform the operations of the first and second control units.